MERS AN UNANSWERED LETTER
A Police Report Which Did Not

Bottle Will Do

Wonders. Try It.

Purify the Blood with Ayer's Sarsaparilla.

IF THE BABY IS CUTTING FEETH BE SURE and use that old and well-tried remedy. Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, sof was the gum, allays all pain, cures wind colle and is the best remedy for diarrhoea. 25 cents a hortle. sell-ty The well-known strengthening properties of iron, combined with other tonics and a most perfect nervine, are found in Carter's Iron Pills, which strengthen the nerves and body, and improve the blood and complexion.

If you suffer from looseness of the bowels Dr. Siegert's Angostura Pitters will surely cure you.

WHO INVENTED BILLIARDS?

Brought First to England From Eu-Frem an Exchange.

Nobody quite knows who invented billiards. One account says that the game was first played in Italy and another that It first saw the light in Spain. It is also affirmed that it was first played in England in the middle ages. It is a historical fact that the Knights Templar brought it back with them to that country on their return from the second crusade. There is also good reason to believe that the game was played in the monasteries of France in the sixteenth century.

Its origin was probably bowling, a variation of which was the old game of "ground billiards," From that it began to be played on a table, driving one ball through an lvory arch, and then to a raised point made

lvory arch, and then to a raised point made also of ivory. This was the game for many years, each of the two players having a ball, the third ball not being introduced until just after the middle of the eighteenth century, when what was known as the "port and ring" also disappeared.

In a Harledan manuscript in the British Museum is found the earliest historical reference to billiards. This is interesting enough to give in detail. In the year 1547 a commission was appointed to make an inventory of the goods and chattels of Edward VI, and among the items found at his palace at "The More, Rickmansworth," was "one billet bourde covered with grene was billet bourde covered with grene clothe." This palace was confiscated by Henry VIII, having originally belonged to Cardinal Wolsey, and there is little question but what that great historical character actually essayed the game himself, though no record has come down as to whether he was as good a billiard player as he was a statesman.

whether he was as good a billiard player as he was a statesman.

A few, but not many, of the old writers refer to billiards, "Faery Queene" Spenser being one of them. Shakespeare in his "Antony and Cleopatra" makes that amorous queen, by an anachronism, play the game and also appreciate its fine points.

Ben. Jonson, Smollet, Burton and Locke all made reference to billiards in their works.

works.

The game was slowly developed. The table was sometimes round, sometimes square, oblong, oval and even octagonal. Not until the beginning of this century did the billiard table appear somewhere near its present form. Prior to 1810 neither India rubber cushions, the slate bed, the tapering cue with its tip and the rest had been invented.

been invented.

The third ball was introduced by way of France in the middle of the eighteenth century, and the game was then known as the carambole. From this has been derived the word carom. Bartley & Carr, the proprietors of a fasaionable billiard room in Bath, Eng., over half a century ago, invented the now well-known side stroke—striking the ball low with a bevel-topped cue—Carr devising billiard chalk, which he gave the name of the "magic twisting chalk". Carr devising billiard chalk, which he gave the name of the "magic twisting chalk." He packed it in pill boxes and made a for-tune by selling it to the fashionables of that day at half a crown (62 cents) a box. The cork tip was invented by Capt. Mingaud, a Frenchman, who was imprisoned a special dispensation was allowed the a special dispensation was allowed the use of a billiard table in his apartment that he might while away the monotony of his prison life. While incarcerated he studied out this improvement, and had the satisfac-tion afterward of seeing it taken up all through England and the continent.

An Underground City.

From the Buffalo Enquirer. Jules Verne thought he was writing of an altogether new and unique thing when he told his famous story of "The Underground City," but again truth proves to be stranger than fiction, as the Russians have discovered a big underground city in Turk-estan, near the Bokharan town of Karki. Exploration of some big caves revealed the fact that they led to a city in the dark built thousands of years ago. According to effigies, inscriptions and designs upon the gold and silver money unearthed from among the ruins, the existence of the town dates back some two centuries before the birth of Christ. The underground Bokharan city is about two versts long, and is composed of an enormous labyrinth of corridors, streets and squares, surrounded by houses and other buildings two and three stories high. The edifices contain all kinds of domestic utensils, pots, urns, vases, etc. In some of the streets falls of earth and rock have obstructed the passage, but generally the visitor can walk about freely without so much as lowering his head. The high degree of civilization attained by the inhabitants of the city is shown by the fact that they built in several stories, by the symmetry of the streets and squares, and by the beauty of the baked clay and metal utensils, and of the ornaments and coins which have been found. It is supposed that long centuries ago this city, so carefully concealed in the bowels of the earth, provided an entire population with a refuge from the incursions of the nomadic savages and robbers. about freely without so much as lowering

Lord Archibald Campbell and his highland pipers marched through Glencoe, Scotland, last night, playing a dirge. Lord Archibald devised this project as an expiation for the historical massacre of Glen-coe by the Campbells. His project, however, was not accepted by the inhabitants of the Glen in the spirit in which it was of the Glen in the spirit in which it was intended, and the descendents of the massacred McDonalds gave his lordship notice that if he or any others belonging to the clan who murdered their ancestors should attempt a demonstration in Glencoe they would send round the fiery cross and break their heads. Lord Archibald, however, determined to put through his project, and asked for police protection. It was feared the proposed demonstration would revive the old feud between the clans, but the march through the glen was accomplished last night without disorder. The McDonalds gave no sign of approval, but they made no hostile demonstration.

A Summer Girl's Trip.

From the Chicago Inter Ocean. A Kansas journal thus gathers together the testimony concerning a summer girl's

Miss Dodie Marchmont will go to Topeka tomerrow to visit friends.-Leavenworth Miss Dodie Marchmont of Leavenworth is visiting friends in the city.—Topeka Jour-

A party was given last night in honor of Miss Dodie Marchmont of Leavenworth, who is visiting Topeka friends.—Topeka Journal.

Miss Dodie Marchmont of this city, who is visiting friends in Topeka, had a party given in her honor recently.—Leavenworth Times.

Miss Dodle Marchmont, who is visiting friends in this city, will return home tomorrow.—Topeka Journal.
Miss Dodie Marchmont, who has been visiting friends in Topeka, returned to her home in this city today. — Leavenworth RAILROAD CROSSINGS

sociation vs. Deadly Grades.

Northeast Washington Citizens' As-

Give Satisfaction.

OTHER MATTERS DISCUSSED

The Northeast Washington Citizens' Association held its regular monthly meeting last night and discussed municipal affairs until a late hour. President Tucker was in the chair. After the regular business had concluded. President Tucker referred to the Baltimore and Ohio railroad, which, he said, had persistently violated the rules of the Commissioners and the wishes of the people. As far back as October 6, 1892, the association had declared by resolution against this railroad company and urged that proper grades be established, fences erected along the tracks, lights be put up, guard gates built and watchmen provided day and night to guard the dangerous crossings. At the present time the subject of watchmen was under consideration by the association. The association had by resolution asked the Commission ers to compel the Baltimore and Ohio Railroad Company to keep competent watchroad Company to keep competent watchmen all the time at the crossings. The resolution had been referred to Lieutenants Kelly and Heffner and they had reported everything all correct. As a matter of fact this was not in accord with the exact condition of affairs, for after a personal examination he found the watchmen missing. With these facts in his possession he had written the following letter to the Commissioners, which, up to this time had never been answered:

Unanswered Letter. "In reply to your favor of the 13th instant transmitting reports from Lieutenant Kelly and Heffner, relative to two resolutions, which were presented to you on the 30th ultimo, requesting that the Baltimore and Ohio Railroad Company be required to keep competent watchmen all the time at the crossings of its road with all streets and avenues, which are open to travel, within the city limits, and request-ing strict enforcement of section 16, ar-ticle 10 of the police regulations, which provides for the display of lights, which provides for the display of lights on the approaching end of all engines and trains, at night, permit me to state that I hope nothing contained in these resolutions will be so construed as to reflect discredit upon our police force, which is conceded to be among the most efficient in this country, but fully realizing that the most nearly perfect are likely to error and recognizing the fact that a force ten times as large could not be so placed as to see every violation of law, we consider that it is in the interest of good government for citizens to suggest such new regulations as will better protect the inprovides for the display of lights on the egulations as will better protect the in terest and promote the general welfare of the public, and to call attention to such breaches of existing regulations as are apparently unnoticed by the officers of the law.

"In regard to the report from Lieut. Kelly will say, after full consideration, that the statement therein contained that watchmen are stationed, all the time, at the crossings of E street, Massachusetts avenue and G street, is not substantiated by evidence, and is not the fact. If the lieutenant makes this statement from the testimony of the officers who are on that beat, those officers certainly never pass said crossings after 3 c'clock at night, or, if they do, they must be very unobservant officers; just a casual observer who uses those streets would surely notice that the sates of these crossings are never than the sates of the sate gates of these crossings are never used after 9 o'clock p.m. Personal investigation for three successive nights developed the fact that these crossings are entirely unprotected from 9 o'clock p.m. until the following morning; watch boxes are closed and gates are up, with no lanterns on them, showing that it is not intended to use them at night; from this it is seen that those who use these crossings after 9 o'clock p.m. who use these crossings after 9 o'clock p.m. do so at the peril of their lives, and as these crossings are used by a very large number of people, testimony is abundant to corroborate the above statement and to verify the fact that the company has never ept watchmen at these crossings at night. "Relative to the statements of both the lieutenants that they are not aware of any violations of section 16, article 10 of the violations of section 16, article 10 of the police regulations, will state that the resolution was offered by a gentleman who resides near the railroad, who stated that the company does not comply with the regulations, and this statement was corroborated by many who reside in the same locality and are familiar with the facts.

Entirely Unprotected.

"Now, by the reports of the lieutenants it is seen that five of the crossings are unprotected after 9 o'clock p.m. and one after 12 p.m., and from the above statement that three more are added, making nine important crossings where the lives of our citizens are jeopardized every night, the very time when extra precautions should be taken to prevent accidents, the motion of trains at night being very de-ceiving and confusing. All of these cross-ings are important, and protection should be afforded at all times. Not a night passes that a large number of lives are passes that a large number of lives are not endangered at every one of them. But I desire to call your attention to several these crossings which are especially dangerous, owing to the large amount of travel over them, and for other reasons.

Massachusetts Avenue Crossing

"First. The crossing at Massachuset's evenue is but one square from the depot and only a few hundred feet from the freight house, and owing to the fact that it is the practice of the company to place freight cars, make-up trains of empty cars. &c., at night, there is a very large amount of travel over the road at this point. I nave counted as many as eight passages of engines over the crossing in fifteen min utes; an average of one passage in every Massachusetts avenue is the main thor-oughfare between the northwest and Capi-tol Hill, Southeast Washington and Ana-costia, and that a large number of resior ride on bicycles, in the suburbs of the corthwest section of the city return by way of Massachusetts avenue after 9 o'clock p.m. and cross the railroad at this point, you can readily conceive the danger they are subjected to and the necessity for pro-

"Second. The G street crossing is at the ower branch of the blood-stained 'Y,' the point from which the Metropolitan branch and the Washington branch diverge, and by reason of the fact that trains approaching on the latter branch round a sharp curve at H street is rendered exceedingly dangerots; for instance, a person approaching this crossing from the west will look up and down the Metropolitan branch, and, seeing 10 danger, will venture to cross, and by the time he reaches the tracks of the Washington branch a rapidly moving train may round the curve and be upon him; this was fully illustrated some time are when a cart fully illustrated some time ago, when a carr was demolished and the driver dashed into eternity without a moment's warning.

Two Others.

"Third. The crossing at the intersection of 4th and I streets is very important; 4th street being the only north and south street between 1st and 10th streets at which the tracks are on the street grade, and as it is concreted to K street, it is a great thoroughfare for drivers and bicyclists, and protection should certainly be afforded at

all times. Fourth. Seventh street, being the direct route to the Deaf Mute College, is very much used by the inmates of that institu-

prevent accidents at a crossing which is so frequently used by those who are deprived of the important sense of hearing. Morning Hours.

"These crossings are all very much used by route wagons, delivering bread, milk, etc., in the early morning hours; and, as the day watchmen do not enter upon duty until 6 o'clock a.m., these teams are afforded no protection whatever. Many accidents, in protection whatever. Many accidents, incurring more or less injury to drivers, horses and wagons, have occurred to these teams, a number of which have been brought to my attention: A baker recently mentioned an accident to one of his teams in the early morning, in which his horse was severely injured, wagon broken and his driver had a very narrow escape. I was informed subsequently that the company had paid for the damages, and the matter was kept quiet; it appears that the company prefers to pay for damages than to employ additional watchmen.

Just as Important. "In view of the facts herein presented, it must be apparent to all fair-minded people that the request contained in the resolution is just and reasonable. I understand that requests by the Commissioners that night watchmen be provided at crossings of the Pennsylvania road have been promptly complied with. Protection is just as neces-sary at the crossings of the Baltimore and Ohio road as at those of the Pennsylvania Only road as at those of the Pennsylvania road, and as the expense of providing a few extra watchmen would be very small to a large and prosperous corporation, the citizens would be justified in construing a refusal by the company to comply with a request for better protection as narrow minded and penurious, and as evidence of disregard for the safety of the public."

Since that letter was received however.

Since that letter was received, however, said Mr. Tucker, he had met Lieut. Kelly, and that officer had changed his report and apploping of the mistake.

and that officer had changed his report and apologized for his mistake.

"Yes," interposed Mr. Sowerbutts, "he told me he had been misinformed. That he had applied to Superintendent Alvey of the Baltimore and Ohio railroad for the information, and that he had misled him."

Mr. Tucker thought it strange that an official of the District government should go to a railroad official for information concerning his road when he had plenty of ofcerning his road when he had plenty of officers passing there all hours of the high Street Improvements.

Mr. Loring Chappell desired to criticis the action of the committee in filing th street report, and said that while the Ba timore and Ohio railroad subject was er titled to much consideration, he though the improvement of the streets in North east Washington of the utmost important and entitled to equal attention. He el deavored to talk about the new schedul and had some interesting facts and figures but the association, by motion, declared it self opposed to further discussion on th subject, and the matter went over.

Trustee Representation.

The following report of the executiv committee, relative to the proposed occupancy of basements in school buildings b pupils, was submitted:

Whereas. This association has proven itself fully abreast with the times and active in securing the advancement of the in-terests of the citizens of Northeast Washterests of the citizens of Northeast WashIngton, and especially assisting in providing the school children with better and
more sanitary accommodations, and whereaas, the health officer has advised the impropriety of using cellars or basements of
existing school buildings for the purpose
of teaching therein, and whereas, this association has protested in unmistakable
terms against any such insanitary quarters for such use, and against the school
authorities for recommending to our citizens of the northeast such unhealthy and
iil-provised accommodations, and whereas,
the honorable Commissioners have given
this association the assurance of their cothis association the assurance of their cooperation in the securement of the greatly
needed additional school building in the
northeast section of the city, and whereas,
this association believe it would be to the
best interests of this section of the city to
petition the honorable Commissioners of
the District of Columbia to appoint a representative resident of Northeast Washington on the school beard, believing such
an appointment to be just and equitable to
the citizens of this section of the city.
Therefore be it resolved, That this association respectfully petition the honorable
Commissioners of the District of Columbia
in selecting and appointing the trustees of this association the assurance of their co Commission: rs of the District of Columbia in selecting and appointing the trustees of the public schools for the ensuing term to appoint one trustee for public schools from among the resident representative citizens of the northeast section of the city; and be it further resolved, that a committee, consisting of three members of this association, including the president, shall wait upon the honcrable Commissioners of the District of Columbia and present this petition.

The report was adopted.

M. Josiah Millard said he noticed that the report did not mention anybody for the position of school trustee. He thought this series have nor linear foot.

See granite curb set on six-inch concepts have nor linear foot.

R. Haight. Mr. Donaldson said he thought Mr. E. Mr. Donaidson said he thought Mr. E. Dalrymple would make a good trustee. President Tucker advised against the association as a body indersing any candidate, and the association finally voted to submit the report without recommends.ion. President Wood, from the Benning Association, urged the association to indorse the proposition to set spart Graceland comesciation, urged the association to indorse the proposition to set apart Graceland cemetery in whole or part as a public park. Before the meeting closed a resolution was adopted instructing the committee on steam railroads to require the B. and O. Railroad Committee on the committee of the commit company to keep a watchman all night at the E street crossing.

STEAM ENGINEERS.

Statistics Contained in the Annual Report of the Board.

The annual report of the board of steam ngineers for the last fiscal year shows that during that period 155 applications for Ecenses were received, of which number 126 were approved. Twenty-nine applicants were found not competent for any class of license, sixteen were granted licenses of the first class, thirty-five for the second class and seventy-five for the third class. They say that the law regulating steam engineering and the rigid examination of applicants for steam engiexamination of applicants for steam engineers' license has been a great benefit to the community, is we now have a better class of engineers running steam plants, which is proven by the fact that during the year no accidents have occurred with any of the steam boilers in the District.

DISTRICT GOVERNMENT.

Marketmen Must Move

Owing to the obstruction caused by the material used in the construction of the new cable extension of the Washington and Georgetown railroad from the western terminus of the road to the union station, the farmers attending the Georgetown market will be compelled to move their wagons and occupy the east and west market space for the smaller wagons and the east side of Potomac street between M and Prospect avenue for the larger ones. Attorney mas recommends this as a solution of the difficulty

Building Permits.

Building permits were issued today as follows: Fifteenth Street M. E. Society new house of worship at the corner of 15th and R streets northwest, \$30,000: A Green, frame house, Anacostia, \$1,200; Mrs. Charlotte G. Rook, addition to frame house No. 1752 P street northwest, \$1,500; Edwin Harrison, brick addition to dwelling oth street southwest, \$500.

The House of the Good Shepherd.

The annual report of the House of the Good Shepherd was made public today. During the year the average number of inmates in the institution was 91. Of this number 50 were admitted during the year. Six left the institution, 2 were provided with homes, 1 was dismissed, 2 died and 27 returned to relatives. An appropriation of \$3,000 is requested from Congress.

The Way He Counted.

Youth's Companion.

On a New England farm not long ago it was necessary to count a flock of geese and Pompey, a colored boy, was stationed at a little gate through which the geese were to be driven, and was told to count them as they passed. "One, two," began Pompey, loudly, "tree! Dar goes anudder! Dar goes anudder! Dar goes anudder!"
"What do you mean by that?" demanded then in going to and from the Columbia cars, and recognizing the fact that those who have control of all their faculities have to be cautious and watchful in order to cross the tracks in safety, it would seem that extra precautions should be taken to be cautious as the farmer, hurrying up to the excited darkey. "Why," said the innocent boy, "I cyan't count no furder dan tree in numbers, massa, so I hab to do it dat way!"

Annual Report of Captain Fiebiger, First Assistant Engineer.

EXTENT OF LAST YEAR'S OPERATIONS

Grading and Paving the Streets and Alleys in the District.

STREET RAILROAD MATTERS

The annual report of Capt. G. J. Flebeger. first assistant engineer commissioner, and in charge of the surface department of the District government, was submitted to the

This report is always one of the most interesting received by the Commissioners, since it contains a detailed statement of the work done during the year. It also contains interesting matter relative to the sidewalks of the city, its trees, etc. A special report upon a compressed air motor for propelling street cars is also submitted. The report says:

"I have the honor to submit the following report of the operations of the surface department for the fiscal year ending June 30, 1895. The nature of the work is shown in the following statement of appropriations and expenditures:

Nature of work.	A p p ropria- tion, 1894 95.	Expendi tures and li abilities.
For work on streets and avenues		\$145,750 0
reads and suburtan streets	68,590 00	66,230 6
Improvements and re- pairs of alleys and con- struction of sidewalks		
(permit system) Repairs to concrete pave-	135,000 00	134,773 8
ments	150,000 00	149,994 3
nues and alleys Repairing sidewalks and	35,000 00	34,901 6
curbs	5,000 00	5,000 0
Repairs to county roads Care of bridges	40,000 00 15,000 00	39,943 5 14,648 6
Surveys on account of subdivision of land	2.500 00	2,499 2
Parking commission Contingent expenses, en-	15,000 00	15,000 0
gineer stable	5,500 00	5,494 8
Rent of property yard Board of examiners	300 00	300 0
steam engineers Surveyor's office, from	900 00	9,000 0
March 2, 1895	4,000 00	3,953 19

The following summary shows the amount of work done since the last annual report:

Sheet asphalt on concrete, six-inch 3,984.36 4.076.51 Cobble gutters and crossings, square yards... Vitrified block gutters, square Grading, earth, cubic yards...... 1,777.00 Grading, macadam, cubic yards... 3,210.00 Gravel roadway, square yards... 25,366,32
This work was all done by contract at the following prices;
Sheet asphalt on six-inch concrete base, exclusive of grading, per square yard. .. \$1.68

yard Sheet asphalt on four-inch concrete base, exclusive of grading, per square Sheet asphalt on cobble base, exclusive of grading and cost of blocks, per

.15 .90 crete base, per linear foot.

sx8 granite curb, delivered at property yards, per linear foot .67½ to .70½ Resetting 6x20 granite curb, per linear crete base, exclusive of cost of block 1.00 Vitrified block, delivered at property

22.50

Constructing County Roads and Suburban Streets.

The following gives a summary the amount of work done on these roads and streets during the fiscal year 1895; Sheet asphalt on six-inch base, 742.32 square yards; sheet asphalt on four-inch base, 4,405.91 square yards; macadam, 10,-081.56 square yards; gravel, 11,333.88 square yards; grading, 71,351 cubic yards. The most important improvement unde

this appropriation were the this appropriation were the widening of 18th street northwest between Florida ave-nue and Columbia road; the widening of 14th street extended between Kenyon street and Whitney avenue, and the grading and graveling of Sherman avenue.

Grading Streets, Alleys and Roads. This appropriation is for the hire of carts. purchase of tools, etc., for the use of the chain gang, which is employed in grading unimproved streets. During the fiscal year the following streets were thus improved: M street, extended, northeast; 15th street east; D street, 10th to 15th streets south-east, 14th street, Pennsylvania av-nue to K street scutheast; K toutheast, 14th to east, 14th street, Pennsylvania avenue to K street scutheast, K toutheast, 14th to B streets; 19th street. A to B streets southeast, and C street, 16th to 17th streets

Permit Work.

The following table gives a summary of the work done in improving alleys and side-Regu- Assess- To-

Asphalt block, sq. yds.... 116 5740 5856 Granite block, repaved, sq. yds.... 68 68 Vitrified brick, repaved, sq. yds.... 68 68 sq. yds.... Vitrified block, sq. yds...

block.
The average cost of these improvements is as follows: Granolithic walk, \$1.44 per square yard; asphalt tile walk, \$1.50 per square yard; paving brick walks, 70 cents per square yard; asphalt block payement, \$2.10 per square yard, and vitrified brick and block payement, \$1.90 per square yard. Nearly three times as many square yards of granolithic sidewalks were laid during the fiscal year as during any previous year. The alley payements, which have hereto-The alley pavements, which have hereto-ore beer laid by hired labor, were this

WORK welle the asphalt block pavements have cost the same as heretofore.

Replacing Sidewalks and Curb Around Public Reservations. Under this appropriation new granolithic sidewalks were laid on the north side of Pennsylvania avenue between 13th and 131/2 streets; on the east side of 5th street between F and G streets northwest (bor dering Judiciary Square); on the south side of K street (bordering McPherson Square); intersection of Rhode Island avenue and M street; on the east side of 20th between Q and Connecticut avenue. The sidewalks on 7th street through the Mall, around Dupont and Iowa Circles were repaired out of the same appropriation.

Repairs to Concrete Pavements. The term "concrete pavements" is applied to all the smooth pavements of the city, whether coal-tar distillate, asphalt or asphalt block. On July 1, 1894, the total area of these pavements was 2,521,839 square yards.

The increased cost of resurfacing during the fiscal year was due to the fact that many of the old coal-tar pavements were so much out of shape that it became necessary to wholly remove and relay them with new pavements.

Current Repairs to Streets, Avenues and Alleys.

This appropriation provides for the repairs of all roadway pavements other than those paved with asphalt or coal tar, all illey pavements not relaid under the permit system, sidewalks around public reservations, all repairs made necessary by the growth of trees and all cuts made by the sewer department. This work is done by hired labor.

A detailed statement of work under this appropriation will be found in the report of the superintendent of streets.

An itemized list of expenditures during the fiscal year may be found in the report of the superintendent of county roads, Mr. George N. Beale.

The work consisted in making general repairs on all the county roads and suburban streets in the District, viz: Macadam-izing and graveling, repairing washouts, cleaning gutters, repairing culverts, sprink-ling, etc.

The principal work of the year was the replacement of two old style wooden bridges by steel-girder constructions. The remainder of the appropriation was used in making ordinary repairs upon the sixty der charge of this de ditures may be found in the report of the

Parking Commission

The work of the parking commission consisted, principally, in taking care of the 75,000 trees which now line the city streets. Six hundred and forty new trees were planted and 580 dead trees were removed from the streets. The entire appropria-tion was expended within the city limits, as the amount did not warrant undertaking improvements in the suburbs.

Ing improvements in the suburbs.

A full report of the operations may be found in the report of the superintendent of the parking commission.

During the fiscal year the following subdivisions have been put on record: Garfield Helghts, Congress Heights, Mills Estate, Girls' Portion and Clermont—about 105 acres in all.

Surveyor, D. C. Upon March 1, 1895, the "Act making the

urveyor of the District of Columbia a salaried officer and to provide for a more efficient service in the surveyor's office," received the approval of the President. The deficiency ect, approved March 2, 1895, appropriated \$3,500 for the salaries and \$500 for contingent expenses for the emainder of the fiscal year.

In accordance with the above act, upon March 23, 1895, the Commissioners approved a schedule of fees to be charged by that office.

Since the passage of the act the surveyor has made passage of the act the surveyor has made over thirty official surveys for the United States and the Datrict of Coumbia, thereby settling many disputed

At his request, he is now furnished a list At his request, he is now luminshed a list of all improvements, so that pegs and benches which would be disturbed by the improvement may be properly located before the improvement is made.

Heretofore nearly all points of reference have been marked with wooden was their control of the property of the control of the property of the control of the con have been marked with wooden pegs, which are llable to be destroyed; it is proposed as soon as money becomes available to mark points of reference for every square with durable metal stakes.

lowing acts affecting street railroads v

passed: Public act No. 75, an act authorizing the Metropolitan Railway Company to lay a single track upon L, Water and P streets southwest; to lay a single track upon P, 36th, Prospect and 35th streets, Georgetown; requiring the Brightwood, Rock Creek, Georgetown and Tenleytown railway companies to sell four coupon tickets for 25 cents, good for one continuous ride in the District of Columbia over the lines of the District of Columbia over the lines of said companies and the Metropolitan Railroad Company; authorizing the Metropolitan and Rock Creek railroad companies to contract with each other for the purchase, sale, lease or joint operation of the line on Florida avenue and U street or any part thereof.

Public act No. 89, "An act authorizing the Rock Creek Railroad Company to con-

Public act No. 89, "An act authorizing the Rock Creek Railroad Company to contract with any street railway company owning or operating a connecting or intersecting line for the joint management, lease or purchase of such connecting or intersecting line, and operate the same in connection with its original line; provided, that only one fare, not exceeding the rate new authorized by law, shall be charged for a single continuous ride in the District of Columbia over the lines affected by such contract or any part thereof. In the event that said company enter into such event that said company enter into such contract, the company is authorized to change its name to the Capital Traction

Company.
Public act No. 99, "An act amending the Charter of the Maryland and Washington Railway Company, authorizing said com-pany to institute proceedings for the condemnation of so much land as may be re-quired for the extension of Rhode Island quired for the extension of Rhode Island evenue; provided, that the strip so to ne acquired by condemnation shall be 130 feet in width, and shall be located according to the official plats for the extension of Rhode Island avenue; and provided, further, that all the land within the line of the proposed extension of Rhode Island ther, that all the land within the line of the proposed extension of Rhode Island avenue which shall be acquired by pur-chase or condemnation shall by appropriate conveyance be dedicated before tracks are laid thereon. That the line of said railway company from 4th street northeast ex-tended to a point at or near the interseccompany from 4th street northeast extended to a point at or near the intersection of Rhode Island avenue extended shall be commenced within six months and completed within twelve months from March 2, 1895; that the company is authorized to extend its line along Rhode Island avenue to North Capitol street, and thence south over the line of the Eckington and Soldiers' Home Railway Company to F street." Public act No.100, "An act to authorize the

Street."
Public act No.100, "An act to authorize the Washington and Marlbcro' Railroad Company of Maryland to extend its line into and within the District of Columbia."
Public act No. 101, "An act to incorporate the Capital Railway Company."
During the fiscal year the transformation of the Columbia railway into a cable railway was completed. The work was well done, and the streets through which it passes are now all in good condition. The pavement between the rails is vitrified brick, and between tracks sheet alphaltow of the condition above the pavement upon this road were avoided, and, in consequence, the streets have been left in a better condition than by any previous conduit railway company. way company. The Transformed 9th Street Line.

the 9th street line of the Metropolitan railway into a conduit electric road was be gun and nearly completed. For future reference, the following description of work was obtained from "The Street Railway Journal," August, 1895, and from Mr.

During the year the transformation of

A. N. Connett, the engineer in charge.

The exact length of the track from 10th street and Florida avenue to the southern terminus at P and 4½ streets southwest is 40,800 feet, or 7.73 miles.

The slot rail is the same as used on the Paltimers City Passenger Railway Com-The alley pavements, which have hereto-fore beer laid by hired labor, were this year laid by contract.

A comparison with previous years shows that the vitrified block pavements have cost about 20 cents more per square yard,

the Washington groove; its weight is eighty-three pounds. The guard rail is the same depth, and takes the same splice bar; its weight is eighty-seven pounds. The splice bars are thirty inches long, nine-sixteenths of an inch thick, and bolted on with six one-inch bolts. The yokes weigh 267 pounds. Their depth from grade is thirty-one inches. The depth of the tube is twenty-five inches. Every thirteen and a half feet a large manhole, frame and cover, extending from track to slot rail, and twenty inches wide, is placed; opposite to this is placed a small frame and cover just sufficiently large to hold an insulator. The corner of the large frame is also arranged to take the opposite insulator. The insulators in this way are clear from and entirely independent of the yokes.

The conduit is formed entirely of Portland cement concrete. In the entire space taken up by, and between, and two feet outside of the outer rails a concrete paving base is placed, made of natural cement.

The insulator is of porcelain. It is quite large, being four inches in diameter and seven and a half inches deep over ail. It is held in an iron cap, and in turn it supports a rod by having the corrugations filled with neat Portland cement. The cement has proved very satisfactory; in fact, the assembled insulator seems to be

ports a rod by having the corrugations filled with neat Portland cement. The cement has proved very satisfactory; in fact, the assembled insulator seems to be abundantly strong mechanically for the rough usage to which it may be subjected. A malleable iron clip is held by cast iron nuts to the insulator boit, and the clip in turn supports the conductor rail. Adjustment in a direction at right angles to the slot is provided for in the clip where the insulator bolt is held, while in a direction parallel to the slot the adjustment is made in the seat for the insulator case on the frame. The conductor rail is made of mild steel. It is a "T" section, weighing twenty-three and a half pounds to the yard. Its equivalent section in copper is assumed to be 300,000 c'rcular miles. One half of the road is double and the remaining half single bonded. These are of the type called the "Chicago rail bonds." Between the bend terminals 000 stranded cable is used to make them flexible. The circuit being made on the insulated conductor rails, the wheel rails are not bonded. Hatches are provided every 400 feet, by which the conductor rails, twenty-seven feet iong, are placed in the tube after it is finished.

For the purpose of drainage the tracks are connected by large sewer pipes to the

placed in the tube after it is fit. ished.

For the purpose of drainage the tracks are connected by large sewer pipes to the manholes, from which connection is made to the sewer. The tracks are so drained about every 400 feet. Feed wire ducts are laid from the station to 9th and U streets, nearly the whole length of the line. To 9th and F streets, a distance of 10,400 feet, welve way ducts are laid and from there of the streets, a distance of 10,400 feet, twelve way ducts are laid, and from there on four way ducts are used. The reason for laying the twelve way ducts is that the station is intended to operate hereafter the east half of the east and west line, which crosses the 9th street line at F street. For the 9th street line 35,600 feet of 1,000,000 C. M and 32,400 feet of 500,000 C. M lead-covery M. and 32,400 feet of 500,000 C. M. lead-cov

M. and 32,400 feet of 500,000 C. M. lead-covered cable is used.

The road is divided into four distinct circuits. At F street the line is cut and each track is made separate both north and south of F street. Below F street the conductor rails are used alone. Above F street the cables are tapped into the conductor rails about every 800 feet.

Cost of the Work. No final estimates having been made, it

s impossible to give actual figures of cost, but the cost per mile of single track (of straight track), based on actual contract figures, is hereby given: Wheel rails, slot rails and joints... \$6.468.00 Conductor rails.

Bolts, nuts, washers, liners, tie rods, &c.

Yokes, manholes, frames, covers and all cast iron. Bonds, finished (single bonding).... Bonds, finished (single bonding)... Excavatior

First-class concrete for tube.....
Second-class concrete for paving base

Track laying, hauling and tempo-

rary track.
Asphalt paving, in, one-half way between, and two feet outside of tracks Where block paving is taken up in exist-ing tracks and relaid this price is reduced

to \$29,832. These figures are for a straight, single track, mile complete, but they include noth-ing for laying ducts, drains, subsurface obstructions, special track work or any

extras.

The power station, located at Four-and-a-half and P streets southwest, contains three nominal 400 horse-power tandem compound condensing Greene engines, made by the Providence Steam Engine Company, directly connected to 300 K. W. generators, made by the General Electric Company. The engine speed is slightly reextras. Company. The engine speed is slightly re-luced to lower the voltage from that of mark points of reference for every square with durable metal stakes.

Street Railroads.

At the last session of Congress the following acts officially acts of the ordinary overhead plants fifty volts, i. e., the voltage is 450 at no load compounded to 500 at normal load. Water for condensing purposes is taken directly from the river by a ten-inch pipe, and overflow from condenser forms of the property of the river by a ten-inch pipe, and overflow from condenser forms. n condenser is fourteen-inch pipe Equipment, twenty-five motors, twenty-live open trailers, twenty-five closed. Iwenty trains kept on street, headway be-

ween two and three minutes. Rock Creek Park. The board of control of Rock Creek Park consisting of the chief of engineers, United

States army, and the Commissioners of the District of Columbia, assumed control of the park January 1, 1895. The Commissioners directed to superintendent of police to detail one mounted police officer to take charge of the park under the orders of the secretary.

Private J. T. Morgan was so detailed and has performed the difficult duty of policing

this extensive area to the complete faction of the board of control. Many of the old cabins which had hither-to been left standing were destroyed and have been rented to responsible parties, un der authority of Congress.

Special Reports.

In pursuance to orders, on October 27, 1894, an inspection was made of the Mekarski compressed air motor at Westfield.

The motor examined is of about eight tons weight, sixteen and one-half feet in length, inside measurement, and twentythree feet over all. The compressed air is stored in tanks under the car body, from which it is passed through reducing valves into a tank containing hot water, and from there to the engine cylinders. The total capacity of the air tanks is about eighty-nine cubic feet, and of the water tanks twenty-eight gallons. The engine is placed in rear of and connected with the rear wheels of each car only. Arrangements are made for connecting the rear and front wheels if deemed necessary. The diameter are made for connecting the rear and front wheels if deemed necessary. The diameter of cylinder is 5½ inches, and the stroke nine inches; the diameter of the car wheels, twenty-seven inches. The hot water tank is a vertical cylinder placed upon the platform.

The mode of operating is as follows:
The car is brought to the power bouse.

The car is brought to the power house, where the air tanks are connected with a Rand compressor, and in about fifteen minutes charged to pressure of about 650 pounds. At the same time the water in the tank is heated by steam to about 320 degrees. The car being charged, the motorman, by means of valves lets the air torman, by means of valves, lets the air into the hot water tank and then into the cylinders, and controls his engine as he cylinders, and controls his engine as he would if he were running with steam. The brake is also worked by compressed air. At the time of my visit, three of these cars were in operation upon a line two miles long. The motors were charged at the end of each run of four miles, though I was informed that by careful operating they could make a double run with a single charge at 750 pounds pressure. The track is an ordinary street railway rack in fair repair, generally level, but

with one short grade of perhaps 4 per The ordinary pressure in the cylinders when running being from one to two hundred pounds, the available pressure is the excess of this.

The cars which were examined were run-

ning on their regular schedule time, so no record of speed was attempted. It might be added that this motor is a French invention, which has been intro-duced into this country by Mr. James F. Lewis of the Rand Drill Company, to whom I am indebted for the privileges whom I am indebted for the privileges granted me. Upon February 21, 1895, an examination was made of the Hardie compressed air

moter at Rome, New York. The motor examine is about eight and The motor examined is about eight and a half tons weight and is of the size of the Breadway. New York, or Columbia railroad cable car.

The compressed air is stored in cylindrical cases of steel "Mannesmann bottles," from which it passes through reducing valves into a hot water tank, placed under the hold, of the car. From this

under the body of the car. From this tank it passes through tubes to the valves located upon each of the platforms and thence to the engines.

The operating mechanism occupies less

space on the platform than that of the ordinary electric motor. The engines are placed under the car, and are connected with all four wheels. The diameter of

with all four wheels. The diameter of each cylinder is six inches, and the stroke fourteen inches; the diameter of the haeel is eleven inches. The hot water tank contains about 87 gallons, and the air tanks 35 cubic feet.

An experimental trip was made with this motor on the tracks of the New York Central railroad, cast of Rome.

A table is inserted giving the details of the trip.

This table indicates that between the ranges of pressure, 2025 and 200, the car could be run on the same track a distance of thirteen miles under conditions similar to those existing at the time. The car carried twenty-six rassengers; the trip was made in a snow storm, but upon a nearly level track in fine condition.

Among the passengers were Gen. Herman Haunt consulting was made to the passengers were Gen.

level track in fine condition.

Among the passengers were Gen. Herman Haupt, consulting engineer of the company, and Mr. Hardie, the inventor of the motor, to whom I am indebted for the privilege of examining this motor.

It is learned from one of the current engineer journals that a trial of a compressed air motor will be made upon the 9th avenue line, New York city.

Fenders. Upon November 25, 1894, an order wasreceived to investigate the subject of fen-ders for the street cars in Washington op-

erated other than by horse power. A report was submitted December 22, 1894, recommending a front and a wheel-guard fender and naming the Blakistone front and the Blakistone, Brightwood and Smith wheel guards as suitable for the pur-

pose.

Regulations requiring the railway companies, within a reasonable time, to equiptheir cars with the fenders named, or others which might be afterward approved by the Commissioners, were drawn up, submitted to the attorney and finally adopted.

An amusing anecdote of a lady and gentleman who were traveling together runs

the window? I should like to make some change in my toilet." "Certainly, sir," she readily replied, at the

A few moments afterward he said:
"Now, madam, I have finished, and you

An Old Lady's Predicament.

Last week a friend of mine, feeling the heat very trying, went out to sit upon the balcony of her house. Her husband, coming into the drawing room and finding it empty, concluded that she had gone upstairs to bed, and therefore he shut and barred the windows. Feeling refreshed by the night air, my friend, who, by the way, was an old lady, sat on watching the stars. When she at last tried to return into her drawing room she found herself locked out. The streets were empty and deserted; in vain she knocked at her inhospitable wirdows and called

wir dows and called.

The night became suddenly chilly, and a fine drizzle came on, but still the dear old lady was locked out of her own house. At last she managed to attract the attention of a passing coachman, who sent a man to ring the front door bell, arouse the servants and inform the sleepy, blinking man-servant that his mistress was locked out on the balcony. The knocking and ringing roused the house, and every one ran down en robe de chambre, with a wild fear of telegrams or accidents in their eyes, to find the dear grandmamma of the establishment—weary, exhausted and damp, and most humanly indignant at the uncomfortable hour she wir dows and called. indignant at the uncomfortable hour she had been forced to spend on her balcony.

A Mexican court has devised a mode of punishing dueling which will perhaps be more effective than the death penalty. \$4,500 a year for eighteen years, to pay all costs of the victim's funeral and the costs of court. Ir the face of such a penalty as of court. Ir the face of such a penalty as this, most men will conclude that there is not enough bener in dueling to justify the

On the Test.

From the Toledo Blade. Millie-"If you were in love with two men, and didn't know which one to choose, what would you do?"

both by an ice cream parlor, and see one turns palest."

Not Easily Discouraged.

In Warm Weather Nothing So Dangerous as Decayed Foods.

Every one knows or ought to know that decayed feeds are poisonous. Boards of health seek to prevent their sale.

We now have in mind the results which follow the decay and decomposition of foods after they nave been eaten, for unless digestion occurs within a reasonable time after our meals, decomposition sets in. If dyspeptics will stop and consider for a n

disagreeable breath, eructations of gas or bad teste in the mouth, they will understand that they all must come from decaying foods that ought Spots before the eyes, dizziness, sleeplessness, dyspeptic headaches are but a few of the effects

ome of the symptoms of their trouble, such as

following the absorption into the blood of poisons developed from decomposing and undigested food that lies in the stomach. It was a recognition of this important fact that caused the Mount Lebanon Shakers to devote so

placed on the market.

Its action is so prompt that relief frequently follows the very first dose. It restores the appetite and irrecases the weight. Plumpness and strength take the place of werkness and that care-worn expression which points out the dyspeptics in every community. The local druggists are now giving away interesting descriptive pamphlets.

Smith wheel guards as suitable for the pur-

by the Commissioners, were drawn ap, submitted to the attorney and finally adopted.

Since that time the Claude front and wheel-guard fenders and Parmenter wheel guard have likewise been approved.

Most of the cars in the city are now equipped with the Blakistone, Claude or Brightwood wheel guard.

Since the fenders have been attached to the cars three children have been picked up without injury by the front fender; in one case the car was running at a rate of twelve miles an hour.

No persor has yet been picked up by the wheel guard, but I have been informed by the officers of three companies that they have picked up several dogs without injuring them at all; in one case the speed was estimated at over fifteen miles an hour.

Mutual Confidences.

From the Jybaert de Kater.

as follows: They were strangers to each other. All at once the gentleman said: "Madam, may I ask you to look out of

same time getting up and turning her back

"Now, madam, I have finished, and you can sit down again."

When the lady looked round she saw her male companion transformed into an elegant lady, wearing a thick veil.

"And now, sir or madam, whatever you are," said the lady, "I would also request you to put your face out of the window, as I, too, wish to make some alteration in my attire."

my attire."
"Certainly, madam," and the man in woman's clothes turned at once the other way.
"Now you can resume your seat."
To his great astonishment the man in

To his great astonishment the man in woman's garb, on sitting down again, saw his traveling companion transformed into a nan. He burst out laughing and said:
"It appears that we are both trying to run away. What have you done? I have been robbing a bank."
"And I." said the quondam lady, as he fitted the "darbies" round his fellow-passenger's wrists, "am Detective J—from Amsterdam, and have been on your track for the last couple of days; and now" (presenting a revolver) "keep still."

From the Gentlewoman

A Way to Stop Dueling.

From the Minneapolis Tribune. The survivor in a fatal duel, in addition to three years' imprisonment and a fine, is sentenced to pay the family of his victim

Tillie-"Put them to the test."
Millie-"A duel?"
Tillie-"Nothing so absurd. Walk them

From the Toledo Blade. Harie-"Why does Marie still continue to look under the bed every night?"

Adelle-"She is one of the kind that never

A COMMON CAUSE OF SICK NESS

properly to have been absorbed into the system.

for dyspepsia, and nothing is more efficient than the Digestive Cordial which they have recently

Try a twenty-five-cent bottle of Digestive Cordial and see what it will do for you.